THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) The names of some of the combinations of one or more drugs with Ergot banned for marketing in the country are given in the Statement (*See below*).

(b) and (c) Government have issued a notification prohibiting manufacture and sale of fixed dose combinations of Ergot and no case of violation has come to the notice of the Government.

Statement

Fixed dose combinations of Ergot with other drugs banned (meant for obstetric use)

		Each Capsule Contains
1. Ergatab (Biomedica)	Ergot Preparation	64 mg.;
	Aloin	32 mg.
	Quinine Sulphate	100 mg.
	Ethinyl Estradiol	0.1 mg.
	Castor Oil	2.3599 mg.
2. Ergoquin (British Pharmaceutical company)	Ergota Preparation	167 mg.
	Pulv Zingib	160 mg.;
	Totaquin	67 mg.;
3. Ergopill (Gripo Labs)	Ergot Preparation	50 mg.;
	Aloes	50 mg.;
	Quinine Sulphate	50 mg.;
	Pulve Zinger	100 mg.;
	Myrrh	25 mg.;

New Central School

*134. SHRIMATI RATAN KUMARI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government propose to open some new Central schools during the year 1986-87; and

(b) if so, what are the names of the places selected for the purpose?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI): (a) Yes, Sir.

(b) The locations of Kendriya Vidyalayas to be opened during the year are finalised at the beginning of the academic session. Therefore it is not yet possible to give the name of places now where they will be opened in 1986-87.

Average Cost per kilometer run of DTC Buses

*135. SHRI LAL K. ADVANI:
SHRI KAILASH PATI MISHRA:

Will the Minister of TRANSPORT be pleased to state:

(a) how does the average cost per kilometer of run of DTC buses compare with these of private ones under the DTC operation;

(b) what is the comparison of the average aging if these two categories

of buses when they require major repairs or replacement; and

(c) what is the comparison of their average over-head expenses per bus and the interest component per bus separately?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): (a) The working cost of operation per kilometer in paise of DTC (City) and DTC (P.O.) for the year 1985-86 is given below:—

1985-86 (*Provisional cost per KM in Paise*)

Sl. No.	Particulars	DTC (City)	DTC (P.O.)
1	Variable cost (Material) consumed including tickets	175	1
2	Semi-variable cost (Pay & Allowances, PF, Gratuity, Other charges & Payment to private operators of hire charges)	274	359*
3	Working Cost (1+2)	449	360
4	Depreciation charges	44	**
5	Interest charges	334	**
6	Total Cost	827	360

*Out of 359 paise, as much as 112 paise is the expenditure incurred by DTC itself on Conductors, Supervisory, Administrative Staff etc. on P.O. buses, and the balance is borne by the private operators, against hire-charges.

**These elements have been taken into consideration in the Hire Charges of Rs. 2.47 per Km. paid to private operators which forms part of 359 paise per Km. as shown above.

(b) The life of a DTC vehicle for the purpose of scrapping is 8 years and 5 lakh Kms. whichever is later. Private buses operating under DTC are phased out from DTC operation after completion of 6 years of life. It is likely that bus owners utilise them for other purposes after this. DTC buses undergo a general overhauling, which is considered a major repair, after 3 lakh Kms. DTC does not prescribe similar norms for private buses as this is a responsibility of the owner.

(c) So far as DTC is concerned, the figures of total overhead expenses per bus per year (depreciation & interest charges) and interest charges separately for the year 1983-84 and 1984-85 are given hereunder:

(Rs. in lakhs)

Sl. No.	Year	On DTC Average Fleet	
		Total overhead per bus per year	Interest charges per bus per year
1	1983-84	1.37	1.15
2	1984-85	1.68	1.45

The figures of over-head expenses in respect of P.O. bus are not maintained by DTC.

New Broad Gauge Line between Bidinagar and Nadikudi

*136. SHRI B. SATYANARAYAN REDDY: Will the Minister of TRANSPORT be pleased to state:

(a) by when the new broad gauge line between Bibinagar and Nadikudi was scheduled to be completed;

(b) whether all the four sections of this new railway line have been completed and opened to traffic; and

(c) if not, what are the reasons therefor and what is the revised schedule set for the completion of this railway line?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) to (c) In view of the severe constraint of resources, no target date for the completion of the Bibinagar Nadikude New Line was fixed. However, the following sections have been opened on dates indicated against each:—

(1) Bibinagar-Nalgonda (74 kms.) on 27-3-1981;

(2) Nalgonda-Miryalguda (37 kms.) on 15-9-1984 (for goods traffic.)

The date of completion will depend on the availability of funds.

Kannada High School at Hubli

*137. SHRI H. HANUMANTHAPPA: Will the Minister of TRANSPORT be pleased to state:

(a) whether any proposal has been received from the South Central Railway to start Kannada High School at Hubli for the children who pass out from Railway primary schools;

(b) since how long the proposal is pending; and

(c) whether Government propose to accord permission to start the school from academic session of 1986-87?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) No, Sir.

(b) and (c) Do not arise.

Dharna out side Parliament House by college and secondary school teachers

*138. SHRI GURUDAS DAS GUPTA:

SHRI N. E. BALRAM:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether it is a fact that college and secondary school teachers from all over the country staged a *dharna* outside the Parliament House on the 16th April, 1986; and